

3. CIRCULATION

Introduction

The Circulation Element discusses and analyzes the movement of people and goods through and around the city. The focus is on the system of freeways, local roads, bus and rail transit, and bicycle and pedestrian routes to determine the most effective design possible while enhancing the community and protecting the environment.

State law recognizes that circulation and land use are closely related and requires that policies in the Circulation Element and Land Use Element complement and support each other. The policies and strategies should demonstrate a balance between land uses and the transportation facilities that serve them. Within the larger context of the General Plan, the circulation policies are also interwoven with economic, housing, open space, air quality, noise, and safety policies.

The Circulation Element focuses on citywide issues concerning the roadway network, transit system, bicycle facilities, and pedestrian circulation. Bicycle facilities are addressed in more detail in the Bicycle Master Plan, which was updated and adopted in early 1997. Recreational trails, including bikeways and pedestrian pathways, are addressed in the Open Space Element. In addition, more detailed discussion and specific recommendations concerning neighborhood circulation issues may be found in the sixteen neighborhood plans prepared as part of the City's Neighborhood Planning Program. Airport development and operations at the Hayward Executive Airport are discussed in the Airport Master Plan.

Major issues in the Circulation Element have been grouped into the following broad categories:

- Dealing with regional traffic on freeways and major arterials;
- Promoting public transit and alternative modes of transportation;
- Improving local access and circulation within the City of Hayward; and
- Funding the proposed transportation improvements.

Dealing with Regional Traffic on Freeways and Major Arterials

Hayward is often described as the "Heart of the Bay." In addition to its central geographic location within the San Francisco Bay area, the city is a major crossroads of the Bay Area in terms of the regional transportation network. Three interstate highways (I-880, I-580, I-238) and three major state highways (Routes 92, 185 and 238) affect travel patterns within and around the city. Two BART lines (Fremont-Richmond and Fremont-Daly City/Colma) pass through the city, while a third line (Dublin/Pleasanton-Daly City/Colma) is in close proximity. The Amtrak Capitol Corridor line runs through Hayward with a stop at B Street and Meekland Avenue, which enhances the role of the Downtown Hayward BART Station as a significant intermodal transfer station.

Regional growth projections prepared by the Association of Bay Area Governments indicate that in addition to growth in Alameda County, Silicon Valley will continue to show significant gains in employment and the Tri-Valley and Central Valley areas will continue to add substantially more housing units, all of which will continue the existing regional imbalance in the distribution of jobs and housing.

In 1990, about 40 percent of the residents in the Hayward/Castro Valley/San Leandro area also worked in the area. The major destination for out-commuters was Oakland/Berkeley. Major increases are projected in the future in out-commuting to San Mateo County, Fremont and the South Bay area. About 50 percent of the jobs in the Hayward/Castro Valley/San Leandro area were filled by in-commuters. In 1990 major origins for in-commuters to Hayward were Oakland/Berkeley and the Fremont area. Major increases are projected in the future for in-commuting from Oakland/Berkeley and Contra Costa County, as well as San Joaquin County.

Hayward's central location within the regional transportation network, in combination with the imbalances in the growth of jobs and households throughout the Bay Area, have contributed to the significant amount of regional or through traffic congesting area highways, primarily during the peak commute hours, and spilling over onto city arterials and into residential neighborhoods. This congestion causes unwilling expenditure of time and exposure to potential traffic problems. It restricts immediate access to shopping, jobs, commerce, educational, cultural and recreational resources and thereby diminishes the economic and social potential of the city. It also amplifies noise and air quality problems which adversely affect public health and the environment.

The amount of regional traffic traversing the Hayward area is reflected in the existing average daily traffic volumes on area freeways and city arterials. See **Figure 3-1**. It is important to note that external traffic (regional through traffic that does not have an origin or destination in Hayward) contributes as much as 25%-30% of the peak hour traffic on some of the major arterials in Hayward. As a result, it is readily apparent that the city's ability to reduce local traffic congestion is inextricably linked to its success in enlisting the cooperation of surrounding jurisdictions in dealing with regional traffic.

TRAFFIC FLOW MAP
CITY OF HAYWARD
DAILY TRAFFIC ON MAJOR STREET SYSTEM
All counts taken in 1998, 1999 or 2000
Map revised September 2000

Linking Transportation and Land Use Planning

The problem of maintaining the mobility of an ever-increasing number of people requires complex solutions. Coordinated public action to improve both roadways and alternative transportation must be accompanied by intelligent land use planning and supportive action by private business and individuals to utilize alternative transportation modes. Otherwise, improvements in the capacity of the road system might trigger additional dispersed development that would simply restore congestion.

Better integration of transportation and land use planning in Bay Area communities could help to reduce the use of the automobile. One obvious solution is to achieve a more balanced distribution of jobs and housing in the surrounding communities and the greater Bay Area. Although it is not always possible for people to live and work in the same community, this approach would help to reduce the amount of commute traffic traversing the city. Improved transit systems along with greater usage of transit could also help to reduce the amount of auto travel. These solutions are regional in scope and beyond the city's ability to successfully address or implement by itself. However, other solutions that involve reducing dependency on the automobile through an increased intensity and mix of development are local in scope. This approach is discussed in more detail in the section on Transit and the Density of Development.

Proposed Transportation Improvements

The Circulation Element proposes a package of transportation improvements designed to assist in improving regional mobility and alleviating the resulting local congestion. Major projects are depicted in **Figure 3-2** and are described further in Appendix F. Many of the proposed roadway improvements have been in the planning stages for some time; some of the projects have been delayed by lack of funding and/or additional design and environmental reviews.

With regard to the Route 238 Bypass (Foothill Freeway), it should be noted that Measure U was passed by Hayward voters in November 2002. As required by Measure U, in order to relieve traffic congestion in the City of Hayward, the City Council shall pursue the implementation of transportation projects which may include alternatives to the Route 238 Bypass and which would qualify for funding from Measure B and other sources. (also see Strategy 2.3 on Page 3-23)

Transit improvements essentially reflect proposals contained in the BART Long-Range Transit Plan or envisioned in the AC Transit Central County Transit Study. Although expanded express bus service across the San Mateo Bridge has been envisioned in the past and is supported in the Countywide Transportation Plan, funding is not included in the Regional Transportation Plan and efforts by AC Transit to implement this service have been rejected by the Metropolitan Transportation Commission. This proposal and other transit enhancements are discussed in more detail under the section on Promoting Public Transit and Alternative Modes of Transportation.

TRANSIT IMPROVEMENTS

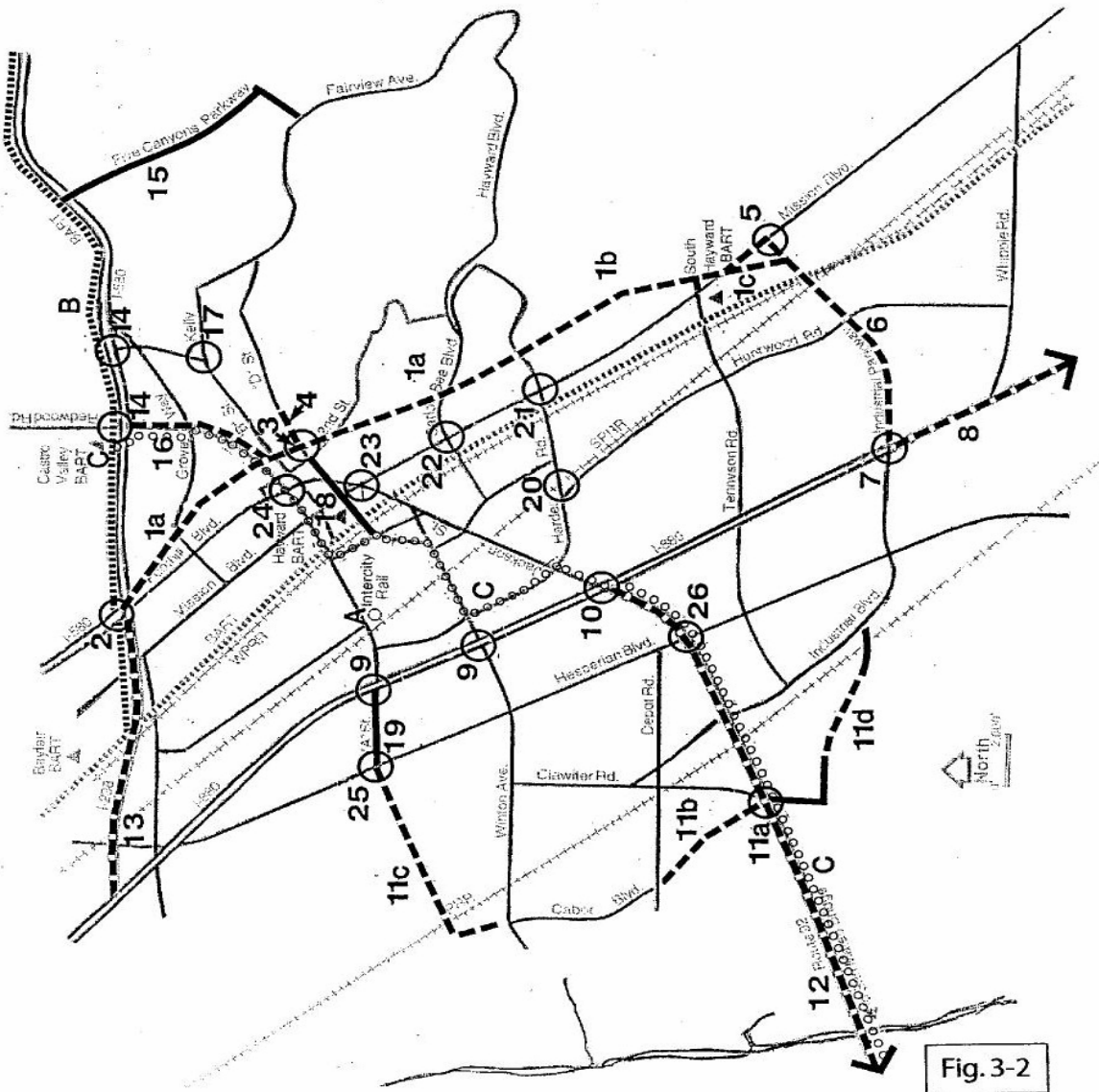
(See text for detailed description)

- A** Intercity Rail Station (completed)
B Dublin/Pleasanton BART Extension (completed)
C Warm Springs BART Extension (not shown)
 West Dublin BART Station (not shown)
 Express Bus Service between Castro Valley BART and San Mateo County

ROADWAY IMPROVEMENTS

(See text for detailed description)

- 1 Route 238 Bypass - 6-Lane Freeway
- 2 Phase 1: Construct 4-lane Expressway
- 3 Phase 1 - I-580 to Harder Rd.
- 4 Stage 2 - Harder Rd. to Tenymson Rd.
- 5 Stage 3 - Tenymson Rd. to Industrial Parkway
- 6 Phase 2: Upgrade to 4-lane Freeway
- 7 Phase 3: Upgrade to 6-lane Freeway
- 8 I-580 WB Flyover to SB Route 238
- 9 "D" St. Ramps and Connectors
- 10 "D" St. Extension - Phase II Widening
- 11 Mission Blvd./Industrial Parkway Intersection
- 12 Spot Widening
- 13 Industrial Pkwy. Widening
- 14 I-880/Industrial Pkwy. Interchange
- 15 I-880 Widening (Phase IV)
- 16 I-880 "A" St. and Winton Ave. Interchanges
- 17 I-880/Route 92 Interchange Upgrade
- 18 (with access to Winton Ave.)
- 19 I-880/Route 92 Reliever Route:
 - a. Clawiter/Whitesell/Route 92 Interchange;
 - b. Whitesell St. Extension;
 - c. West "A" St. Extension;
 - d. Ardan Rd. Extension (completed)
- 20 Route 92 Widening
- 21 I-238 Widening (with added truck lanes)
- 22 I-580 On/Off Ramps
- 23 Five Canyons Parkway (completed)
- 24 Redwood Rd./"A" Street Widening
- 25 "B" St./Center/Kelly Intersection Improvements
- 26 "D" St. Extension (Phase II) (completed)
- 27 West "A" St. Widening (completed)
- 28 Harder Rd. Grade Separation
- 29 Mission/Harder Intersection Improvements
- 30 Mission/Carlos Bee Intersection Improvements
- 31 Mission/Foothill/Jackson Grade Separation
- 32 "A" Street/Foothill Intersection Improvements
- 33 West "A" Street/Hesperian Intersection Improvements
- 34 Hesperian Blvd./Route 92 EB Ramp Improvements



Existing and Future Conditions

Although no major changes to the proposed transportation network are envisioned as part of this General Plan Revision process, it has been necessary to update information on existing and future traffic conditions in order to reflect changes that have occurred since the previous revision of the Circulation Element in 1998. The set of proposed transportation improvements has been evaluated through a series of traffic model analyses. Pursuant to requirements of the Metropolitan Transportation Commission (MTC) and the Alameda County Congestion Management Agency (CMA), the traffic model analyses have been updated to the year 2025 to ascertain the cumulative impact of development proposed in the General Plan on major arterials included in the Metropolitan Transportation System (MTS). Updated information on levels of service for key intersections and major roadways is provided in Appendix G. In summary, the results of this analysis indicate that without the improvements, there will be significantly more congestion. Even with the proposed improvements, some roadway segments will still be congested during the peak hour.

The traffic analysis prepared for the General Plan update relied on existing count data to address existing conditions. Future conditions were analyzed based on the CMA Countywide Model using the 2025 forecast year. The model followed a traditional process that incorporates assumptions about trip generation, trip distribution, mode choice and trip assignment. The land use assumptions in the model were based on ABAG Projections 2000. The network proposed in the General Plan (or Proposed Project) includes unfunded and partially funded projects. The Environmental Impact Report also analyzed a second scenario, which essentially represents the baseline network in the CMA Countywide Model. This scenario (or the Constrained Project) is consistent with the 2001 Countywide Transportation Plan (CWTP) in addition to being consistent with the 2001 MTC Regional Transportation Plan (RTP). Results of the traffic analysis, which focused primarily on level of service for roadway links and key intersections, are summarized below.

Roadway Link Level of Service. Traffic operations were also evaluated on the basis of roadway segment level of service using the CMA Countywide Model. The level of service for each roadway segment was determined from the ratio of link volume to link capacity. Congested roads are links identified by LOS E or F conditions. Existing conditions were assumed to closely reflect link LOS for 2005 in the CMA model. Figures in Appendix G show the congested roadway links for 2005 and 2025 that operate at LOS E or F conditions. The roadway miles of congested segments in 2005 were calculated to be about 98 miles in length. The roadway miles of congested segments in 2025 with the General Plan network were calculated to be about 92 miles in length. The roadway miles of congested segments under the Constrained Project were calculated to be about 96 miles in length.

Intersection Level of Service. A summary of the existing LOS conditions, including the calculated stopped delay in seconds per vehicle for PM Peak Hour conditions for all study intersections, is presented in Appendix G. Of the 27 intersections analyzed, 19 currently operate at an acceptable level of service (LOS D or better) during the PM Peak Hour. Four intersections operate at marginal conditions (LOS E), while four intersections operate at LOS F or unacceptable conditions.

Figures in Appendix G also provide a comparison of intersection LOS between the existing conditions and the year 2025 for the General Plan network. Based on these results, 18 of 27 intersections would operate at LOS D or better during the PM Peak Hour in 2025. One intersection operates at marginal conditions (LOS E), while eight intersections operate at LOS F or unacceptable conditions. The General Plan network in 2025 is considerably different than the existing road network and reflects a significant improvement over the existing conditions. The primary improvement is the Hayward Bypass (Route 238), which influences traffic at most of the roads and intersections on the east side of the City, while the I-880 Reliever Route influences roads and intersection impacts on the west side of the City.

The comparison of results between existing conditions and 2025 shows the number of intersections operating at LOS E or F only increases by one, from 8 to 9; however, the number of intersections at LOS F doubles from 4 to 8. This shows that the network will be overloaded by 2025 even with the proposed improvements, primarily due to the additional 24 years of growth in the future scenario. The network improvements proposed in the General Plan do prevent some roads links and intersections from degrading to LOS E or F conditions. This benefit is noticeable at some existing intersections that currently operate at LOS F, but which actually improve in 2025. This occurs because some of the proposed network improvements divert traffic away from former congested locations.

The analysis for the Constrained Project shows that only 16 of 27 intersections would operate at LOS D or better during the PM Peak Hour in 2025, while one intersection operates at marginal conditions (LOS E) and 10 intersections operate at LOS F or unacceptable conditions. These results reflect the differences in network improvements. For example, the effect on traffic without the I-880 reliever route is to shift traffic impacts from A Street south to Winton Avenue.

Promoting Public Transit and Alternative Modes of Transportation

The increase in traffic congestion within Hayward and throughout the region, as well as the collective environmental costs of automobile proliferation, have intensified the need to promote alternative transportation modes. Many people, including young, old, disabled, and low income people, are dependent on public transportation for access to education, jobs, health care, shopping, and recreation. In addition, studies have shown that many people who currently drive would use public transit to get to work if it were reliable and frequent throughout the day and evening. Since one factor affecting transit usage is simply the convenience of automobile

dependence, promotion of the benefits and availability of transit opportunities in areas with convenient and frequent service could increase transit usage. Discretionary use of transit benefits the general public by reducing noise and air pollution. In 1990, only 7% of the Hayward area workforce used transit for their journey to work. Comparable data are not available from Census 2000; however, recent estimates indicate that slightly over 7% of the total peak hour trips are on transit.

Existing Transit Services

Public transit service in the Hayward area is provided by BART and AC Transit. There are three BART lines (Fremont-Richmond, Fremont-Daly City/Colma, and Dublin/Pleasanton-Daly City/Colma) serving three stations (Hayward, South Hayward, and Castro Valley). AC Transit provides service throughout the East Bay as well as express service across the Dumbarton Bridge and Bay Bridge to San Francisco. Hayward is also served by Amtrak's Capitol Corridor route, which provides intercity rail passenger service between Sacramento and San Jose. Eight trains per day stop at the station; eight bus trips per day provide additional links to the Jack London Square station in Oakland. The Amtrak station is located at B Street and Meekland Avenue, which enhances the role of the Downtown Hayward BART Station as a significant intermodal transfer station.

Issues of importance to Hayward residents focus on the inaccessibility and infrequency of bus service and the perception of inefficiencies and duplication of transbay service between BART and AC Transit. Hayward residents have also indicated a desire for transit-related improvements such as coordinated transfers/passes, posted routes and schedules at bus stops, bus shelters, and safe, convenient parking at BART stations. The City, in cooperation with AC Transit, has undertaken a major project to install bus shelters and benches throughout the city.

BART

The BART system provides rail transit service to San Francisco and the East Bay. Hayward has two stations on both of the BART lines that traverse the city. During weekday commuting hours, trains on the Fremont line typically operate about every 12-15 minutes; at other times and on weekends, trains run about every 20 minutes. In 2001, average weekday ridership was estimated to be about 5,000 at the Downtown Hayward BART station and 3,100 at the South Hayward BART station. Together, the Downtown Hayward and South Hayward stations provide 3,200 parking spaces. Weekday ridership is expected to increase gradually by the year 2005 to about 5,300 at the Downtown station and 3,400 at the South Hayward station. Weekday ridership at the Castro Valley BART station on the Dublin/Pleasanton line averages approximately 1,400 and there are 1,125 parking spaces. The BART Long-Range Transit Plan does not include any major capital improvements that will directly affect service to the Hayward area. Service could be improved with construction of the San Jose extension, the planned West Dublin/Pleasanton station on the Dublin/Pleasanton line, and the extension to the San Francisco International

Airport. However, these new services are expected to put additional pressure on the BART parking supply.

AC Transit

AC Transit provides local and express bus service in Alameda and Contra Costa Counties. Hayward is served by 18 of AC Transit's local bus routes. These routes operate at various times and with various frequencies. Sixteen routes operate out of the Hayward BART station and eight operate out of the South Hayward station. In addition, Transbay Route S and East Bay Express Route 36X operate along Hesperian Boulevard. Boardings on these routes average more than 36,000 passengers per weekday.

In the past, AC Transit encountered difficulty in obtaining sufficient revenue to ensure adequate transit service for Hayward. However, the reauthorization of Measure B provided significant new funding for transit, especially transit in central Alameda County. The City is participating in the Central County Transit Study, which is anticipated to provide new and improved transit service throughout the area. Service changes may be implemented by the summer of 2002. One major schedule change that has already been implemented is the revised Route 83/86 bus, which links Hayward BART to South Hayward BART and provides enhanced transit service to much of the "welfare-to-work" population. This service came about as a result of a cooperative effort between the City, AC Transit, Hayward Chamber of Commerce, South Hayward Neighborhood Collaborative, and businesses in the industrial areas.

Major transit service design concepts that have been incorporated as part of the proposed transportation improvements in the Circulation Element include the following:

- * *15-minute service during peak hours on Mission Boulevard, Hesperian Boulevard and Winton Avenue;*
- * *Basic 30-minute service during peak hours on approximately half-mile spacing throughout the area;*
- * *Enhanced coverage, including 30-minute headway service, in the industrial area on both Clawiter Road and Industrial Boulevard;*
- * *Reorientation of bus services to serve the new BART stations; and*
- * *Express commute services in I-880 corridor areas not convenient to BART service.*

The Central County Transit Study is looking at some of the above issues as it prepares its recommendations.

In addition to the above features, the Circulation Element is proposing that enhanced express bus service be established across the San Mateo Bridge between the Castro Valley BART station and major Peninsula destinations. The proposed express bus service would link Castro Valley, Hayward, Foster City, Hillsdale, and other points on the Peninsula, and would provide for bus

stops on Winton, Hesperian, and Clawiter, as well as the Castro Valley and Downtown Hayward BART stations. It would operate with frequent headways during the peak hours and less frequent headways during the remainder of the day.

Improving transit dramatically, while keeping the service cost-effective, requires that where possible, capital investments be made to protect transit speeds and expand pedestrian access. These investments will result in more efficient use of scarce operating funds in the long term. Possible speed-related investments for future consideration are being studied as part of the I-880 Smart Corridor Project. Hesperian Boulevard is being examined for potential operating improvements. AC Transit is participating in other studies that are looking at Mission Boulevard and East 14th Street in San Leandro.

Capital projects for pedestrian access are critical to allow for more efficient service design. Current local service is very slow because buses must make their way through a labyrinth of slow streets with many turns. In response, AC Transit is proposing to eliminate routes on such streets where needed in order to improve travel times. Current service also has lines placed very close together because there are so many barriers to pedestrian access. A comprehensive plan for continuous pedestrian connectivity, with particular emphasis on access to major transit corridors, would save operating funds and make service more efficient in the long term by permitting more service to be operated on fewer streets.

Paratransit

People who cannot use conventional fixed-route transit need specialized services, or paratransit. The demand for paratransit services is expected to increase as the population ages. In addition, the Americans with Disabilities Act is changing the character of paratransit because it requires transit districts to provide paratransit services to the disabled which is comparable to regular service. The ADA minimum service area generally extends 3/4 of a mile along either side of a fixed bus route or 3/4 of a mile outward from a transit station. BART and AC Transit have formed the East Bay Paratransit Consortium in order to better comply with the paratransit service requirements of the ADA. Riders must make reservations in advance, although standing orders are possible for regular trips; dedicated sedans, vans, or taxis are used for most trips.

The City of Hayward has taken on the role of providing paratransit services beyond those mandated by ADA to cover areas where gaps in service for Hayward residents currently exist. This includes providing service outside of ADA operating hours or outside of ADA service boundaries. These services are provided through a demand/response system, with priorities based on consideration of the trip destination. The service, which operates through a voucher system and is funded solely by Measure B, uses sedans or lift-equipped vans. In Hayward, disabled people 18 years of age or older who are unable to drive or use regular public transportation may use the service. There are other specialized transportation needs that can best

be met by the private sector. These include shuttle buses serving limited routes during peak travel periods, as well as taxis.

Bicycling

Greater use of bicycles can provide many benefits. Bicycles are a quiet, non-polluting form of transportation that does not directly consume fossil fuels or require vast amounts of land and expensive infrastructure. Bicycling can be encouraged with the provision of bikeways to major destinations and requirement of bike racks and lockers at destination points such as governmental centers or other places of employment.

The City of Hayward adopted an updated Bicycle Master Plan in early 1997. This plan proposes a network of bicycle facilities that includes bike paths, lanes and routes. See **Figure 3-3**. The plan also sets priorities for implementation and funding of the various proposals. Goals and policies of the plan are summarized in this document; please refer to the Bicycle Master Plan for specific strategies and proposals.

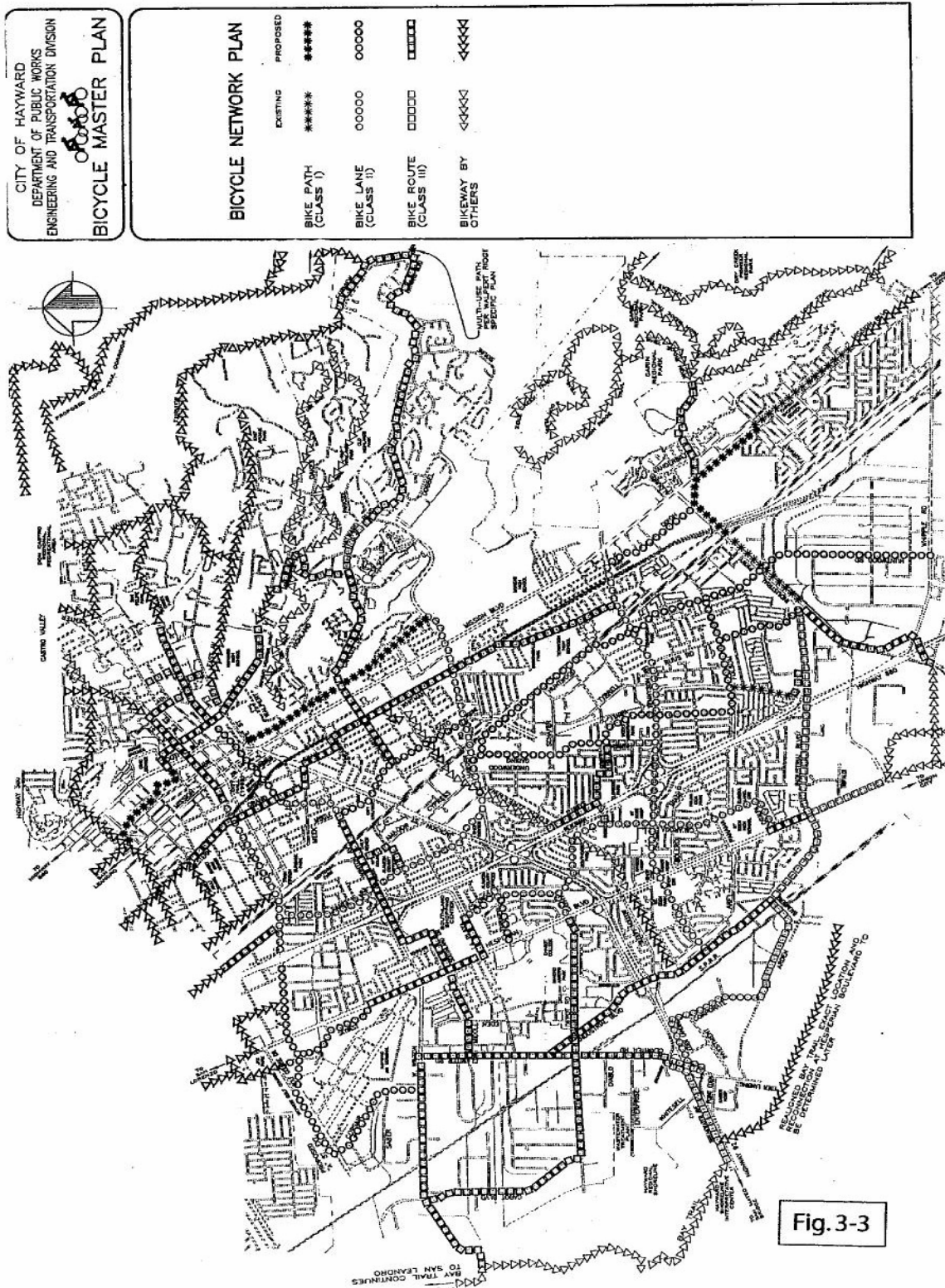
The City, along with the Congestion Management Agency, participated in the preparation of the Alameda Countywide Bikeways Plan. This plan will complement the city's Bicycle Master Plan and will be used to justify funding for regional projects, which was made available through the reauthorization of Measure B.

Walking

Walking is popular as a form of recreation, exercise, and commuting for relatively short trips. Walking can be promoted as an alternative to driving if there are safe, attractive facilities. A network of pedestrian pathways between activity centers and transit facilities, as well as between residences, schools and neighborhood shopping, can encourage walking.

Typical walking distances are short, perhaps 800 feet at most between parking and destination. However, people will walk much further if their destination is visible or if the walk is made attractive. Short cuts through blocks or over barriers, trees or other landscaping separating pedestrians from vehicular traffic, and highly visible pedestrian crossings can make walking safer and more pleasant.

Walking will also be encouraged by mixed-uses in activity centers. Provision of residences, commerce, transit and open space within walking distance allows for a less car-dependent lifestyle. In addition to ongoing redevelopment in the Downtown area, potential exists around major shopping centers, transit stations, governmental centers, and the Cal-State Hayward campus to develop a better balance of retail, office and residential use so that walking becomes a viable method of transportation.



The City Council has established the Sidewalk Rehabilitation Program, which is funded within the Capital Improvement Program at \$1.5 million annually. The reauthorization of Measure B added another \$320,000 annually. This program provides partial funding for the repair of sidewalk locations with street tree-related damage, using an application and lottery process. Funding is available through a 50%-50% cost-sharing arrangement with property owners. Funding for future years will require City Council approval during the budget review process.

Curb ramps are in great demand to enhance accessibility for the disabled and other citizens with mobility limitations. Priorities for new curb ramps focus on public buildings and activity centers; however, curb ramps are also installed in conjunction with new development or as part of street reconstruction projects. The City receives approximately \$80,000-\$100,000 annually in Transportation Development Act funds to construct curb cuts.

Transit and the Density of Development

Discretionary use of transit is primarily dependent upon frequency of service and proximity, both of which are linked to the density and design of development. More intensive development, whether denser residential development or concentrations of employment, supplies more potential riders along a route. Lower intensity development requires more route mileage to bring service close to residents and each route may have too few riders to be economically feasible.

It is generally agreed that population density is the key factor in the amount of transit usage. Service standards adopted by the AC Transit District suggest that a density threshold of 10,000 persons per square mile (as measured by census tract) is necessary to support 15-minute headways during the peak hour. As a result, AC Transit has identified several trunk lines to serve the most densely populated areas. Trunk lines are proposed for Mission Boulevard, Hesperian Boulevard, Winton Avenue, and along Carlos Bee Boulevard to the California State University-Hayward campus. Trunk lines are the backbone of the transit system, as they provide the highest frequency of service. One drawback to a large number of trunk lines is the tradeoffs that will need to be made between trunk line service and local service, as there is not sufficient funding to provide both, at the highest levels.

The fundamental service design problem in Hayward is that the widely spaced BART stations and freeway overpasses provide very few opportunities for continuous east-west lines. As a result, much of the local service for neighborhood access must be provided by north-south lines. These north-south lines, in turn, require that pedestrians walk generally east-west to access them. East-west pedestrian travel, however, is consistently frustrated by obstructions created by the railway lines, the BART tracks, and I-880, as well as discontinuous street patterns without a physical obstacle (between Gading and Underwood, for example).

In the long run, the most effective way to promote transit use at the local level is to concentrate job and housing growth near transit stations or along major bus routes. Transit providers indicate

there is a higher proportion of ridership within 1/4 mile of a bus line and 1/2 mile of a rail transit station. Based on existing land use policies, residential growth will occur mostly along Mission Boulevard, in the hills, and through infill development near downtown. Job growth will occur mostly in the industrial areas north and south of Route 92.

Better integration of land use and transportation planning in Hayward can help to reduce congestion by minimizing the need for non-work trips as well as work trips. Mixed-use developments incorporating living, shopping and working environments provide the ideal opportunity to maximize walking and minimize dependency on the automobile. Existing land use policies promote mixed-use development in the Downtown area and along Mission Boulevard. In addition, higher intensity development near activity centers or along major arterials, whether higher residential densities or greater employment concentrations, can support transit that is more efficient and cost-effective. Existing land use policies also call for higher residential densities near activity centers, transit stations and along major arterials.

The General Plan identifies areas of potential change where the linkage of transit with appropriate land use intensity can accommodate growth while improving Hayward's quality of life and allowing for continued economic vitality. These areas include the Downtown, Cannery area, Mission Boulevard, South Hayward BART station area, and the Industrial Corridor. In these potential change areas, and along key transit corridors, higher intensity, quality development designed to fit with non-automotive modes of travel can be supported. Mixed-use development (e.g. housing above commercial) will be promoted where appropriate to ensure a pedestrian-friendly environment that has housing, jobs, shopping, parks and recreation in close proximity.

Site design of new development can reflect transit needs with appropriately located bus turnouts and convenient pedestrian access to bus stops. The City's Parking Ordinance provides for consideration of reductions in parking requirements for projects located within close proximity to transit stations. Since transit amenities may be very useful in increasing support for and use of public transit, the City is participating in a joint powers agreement with AC Transit and several other agencies in Alameda County to provide bus shelters and benches throughout the city. These facilities, which are being maintained by a contractor, have been very well received.

Improving Local Access and Circulation within Hayward

The southern Alameda County street system evolved from the rural road network that served the agrarian activities once conducted in and around Hayward. Widenings, signalizations and other improvements have increased the capacity of these roads, but development in the area and along these routes in particular has more than offset the efficiency gained by the improvements. The local street network is impeded by several factors. Four barriers slicing down the bay plain (three railroad lines and the Nimitz Freeway) force local traffic, including pedestrians and cyclists, onto the few streets that cross those barriers. In addition, topography has limited road

connections in the hills. Most significantly, there is only one north-south freeway (I-880) and no east-west freeway (except for I-238 north of the city). As a result, regional traffic uses arterial streets such as Mission Boulevard and Foothill Boulevard, as well as local city streets, as links between I-580 and the San Mateo Bridge and as outlets for overflow from the Nimitz Freeway.

Street Functional Classification System

In Hayward, the General Plan Land Use Map provides a visual representation of the functional classification of the existing street network. The existing highway and street network serves many different functions. Whereas **freeways or expressways** are designed with limited access to serve regional through traffic, other streets serve a variety of needs: movement of pedestrians, bicycles, cars and trucks; transit; property access; parking; and even as a form of public open space.

Arterial streets serve area traffic and local traffic generators. Their primary purpose is to accommodate through traffic. Ideally, arterials are located around rather than through residential neighborhoods, commercial centers, industrial areas, and colleges. *Major arterials* are four-lane highways, other than purely residential streets, that remain consistently four lanes wide and also connect to other four-lane roadways. *Minor arterials* may be either two-lane or four-lane highways that interconnect and augment the major arterial system and provide service to trips of moderate length at a lower level of travel mobility and distribute travel to smaller geographic areas than the major arterial system.

Collector streets supplement and provide access to arterial streets and provide access to neighborhoods. On such streets, the needs of through traffic and turning and parking must be balanced. At certain times, such as peak commute hours, one function may take precedence over others. *Major collectors* are two-lane roadways (with 48-foot curb-to-curb width) that provide both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. *Minor collectors* are two-lane roadways (with 40-foot curb-to-curb width) that serve the same functions as major collectors. Collector streets are not shown on the General Plan Land Use Map; however, further discussion of collector streets may be found in the various adopted neighborhood plans.

Local streets primarily provide access to abutting properties. Ease of access, pedestrian safety, and parking have priority over traffic movement. Ideally, neighborhood streets are designed to discourage through traffic and unsafe speeds.

Improving Access to Downtown and Major Activity Centers

It is very important that adequate access be provided to the Downtown and other major activity centers such as the Industrial Corridor, Cal-State Hayward and Southland Mall in order to

maintain the economic vitality of the city. Specific concerns are discussed in more detail in the following sections.

In the **Downtown** area, the primary concern is providing adequate access to the B Street Plaza and adjacent areas from Foothill Boulevard. Currently, left-turn movements from northbound Foothill Boulevard are prohibited in favor of moving commuter traffic through the Downtown area. In the long-term, construction of the Route 238 Bypass will reduce congestion on Foothill Boulevard and Mission Boulevard and allow for improved local access; however, interim measures need to be identified which will improve access in the short-term. Improvements to D Street have facilitated access and traffic flow along the southern edge of Downtown core. Consideration also needs to be given to alleviating congestion on A Street along the northern edge of the Downtown since increased levels of congestion are forecast on A Street in the future.

Concerns in the **Industrial Corridor** include provision of more direct access to the western portions of the industrial area from both I-880 and Route 92, enhanced circulation within the area, and reconstruction of major streets. Specific improvements have been identified through previous studies that evaluated the feasibility of an Industrial Assessment District. These improvements include a new interchange at Route 92, street extensions, and new traffic signals.

Access to **Southland Mall** is important to maintain its attractiveness and continued viability as a regional shopping center. In particular, full access from I-880 must be ensured as part of any proposed transportation improvements. In addition, improvements in traffic flow along the freeway ramps and adjacent arterials are needed to enhance accessibility and minimize the impacts of conflicting turning movements.

The selection of the site for the **Cal-State Hayward** campus assumed the eventual construction of the Route 238 Bypass. The CSUH administration continues to believe that future growth of the university may be constrained without improved automobile access from the I-880 and I-580 freeways. In the interim, transit connections between the campus and Hayward BART stations have been enhanced with additional shuttle services.

Street Widenings and Intersection Improvements

The City has completed several major street widening projects, including West A Street and D Street. Other widening projects are contemplated for the future, such as Industrial Parkway and Redwood Road (County). Spot widening is under construction on Mission Boulevard at Industrial Parkway in-lieu of the full Mission Boulevard widening project to Mowry Avenue in Fremont as envisioned in Measure B. This is due to a shortage of funding as well as concerns of the Hayward City Council about impacts on the adjacent neighborhoods.

Although street widenings are intended to reduce congestion, such improvements can attract more traffic as a result of the increased capacity. Also, in built-up urbanized areas widenings

frequently have taken right-of-way used for pedestrians and street trees, leaving inadequate building setbacks. Wider streets generally discourage pedestrian crossings. Alternatives to street widening, such as limitations on parking and turning and on driveway curb cuts, need to be evaluated as ways of increasing the capacity of arterials.

Construction of the D Street widening project has simplified most of the complex intersections created by the triangular relationship of Jackson/Foothill to Winton, D Street, and E Street; however, the intersection of Foothill/Jackson with Mission Boulevard remains a key point of congestion. Additional intersection improvements are proposed at those intersections indicated to perform at LOS E or F in the future, even with implementation of transportation improvement projects proposed elsewhere in the Circulation Element.

Mitigating Impacts of Additional Development

The General Plan contains policies which ensure that new development will not be approved unless it has been demonstrated that there will be adequate transportation capacity. It is very important that adverse traffic impacts of proposed development be evaluated and appropriate mitigation measures identified during the course of project environmental reviews. This may include impacts on the surrounding neighborhoods as well as impacts at intersections somewhat distant from the project location. It is also important that interim measures be considered where the proposed mitigation is dependent upon construction of projects with no funding or an uncertain future. Coordination with adjoining jurisdictions is essential to identify and mitigate adverse impacts. This is particularly crucial with regard to unincorporated areas to the north and east of Hayward, which are under Alameda County jurisdiction. The City coordinates with the Alameda County Congestion Management Agency whenever an amendment to the General Plan or a major development project is proposed that could significantly impact the road and transit system. When it is shown that there may be an adverse impact on the transportation system, mitigation is required.

Street Design

Principles of “smart growth” call for greater attention to the design of streets and the overall streetscape and consideration of how those aspects can contribute to the creation of more livable neighborhoods. Furthermore, the quality of street design can play a significant role in determining property values within a neighborhood and throughout the city. This section focuses on the design of the street pattern and public rights-of-way and the need for coordination with alternative modes (e.g. sidewalks, bicycle lanes) and consideration of related concerns (e.g., pedestrian safety, street trees and landscaping). These aspects are discussed under the general headings of block patterns, street width and right-of-way, and traffic-calming devices.

Block Patterns. Although the block pattern is essentially established in Hayward and there are few large parcels available for development, areas proposed for infill development and

redevelopment near transit routes or stations (e.g., Cannery Area) can present opportunities for alternative street patterns. The urban grid layout, in comparison to the typical curvilinear pattern found in suburban neighborhoods, offers several advantages. The shorter block lengths (400-600 feet) and more direct connections disperse auto traffic and provide easier pedestrian access to public transit, schools, parks, stores and other destinations. Avoidance of cul-de-sacs also promotes more direct access for auto and pedestrian traffic.

Street Width and Right-of-Way. The city has adopted several different street cross-section standards to provide for flexibility in responding to specific situations. The typical standard calls for local residential streets to have a 36' curb-to-curb width within a 48' right-of-way. This allows for two travel lanes (10' wide) and parking (8' wide) on both sides while also providing for sidewalks (6' wide) on both sides. The typical standard for private streets is 24' curb-to-curb with two travel lanes (12' wide) and no parking. The above standards are applied regardless of the number of dwelling units served within the subdivision. Collector streets in newer residential areas typically have a 36' curb-to-curb width within a 56' right-of-way. This allows for planter strips (4' wide) between the street and the sidewalks to provide for street trees and improved pedestrian safety. Variations on standard street cross-sections allow for bicycle lanes or routes on certain streets as designated in the Bicycle Facilities Master Plan.

On-Street Parking. In some older areas of Hayward, existing streets are too narrow to allow parking on both sides of the street and two vehicles to pass at the same time. In other areas, some streets have been designed to provide for parking on only one side, and in some cases no parking at all, although typically with increased off-site parking requirements. In new developments, it may be possible to consider the use of alleys to provide for vehicular access and parking. In reviewing proposed development projects, the need for on-street parking may vary depending on the topography, density of development, adjacent land use, or other specific concerns in the surrounding neighborhood.

Sidewalks, Planter Strips and Street Trees. Although sidewalks are typically found on both sides of the street, it may be appropriate to consider the provision of sidewalks on only one side of the street in some areas, particularly in hillside developments where minimizing grading is an important consideration. And in more suburban areas, no sidewalks may be appropriate. Where there are sidewalks, it may be appropriate to reconsider the placement of sidewalks adjacent to the curb, which has been the city's standard for new developments due to damage and even loss of street trees in the past. Inclusion of planter strips between the curb and the sidewalk can avoid driveway flares in the sidewalk area and provide the separation from vehicular traffic that enhances the safety of pedestrians. Planter strips, by allowing for the placement of street trees, can also contribute substantially to the value of adjacent properties. Street trees provide the canopy that enhances the streetscape, narrows the apparent width of the street, and provides shade for parked vehicles and pedestrian traffic. In addition, street trees can help reduce the impacts from vehicle emissions. The inclusion of landscaped medians on major collector streets and arterials can further serve to reduce the apparent street width.

Emergency Response Access. The width of streets, and cul-de-sacs in particular, must also reflect the need to provide for emergency response access. The size of cul-de-sacs, and “hammerhead” turnarounds at the end of private streets, is determined by turning requirements for emergency apparatus. It may be appropriate to review these standards giving consideration to possible future changes in the types of emergency response equipment that are used, as well as to the current situation where head-in parking typically occurs in the cul-de-sacs.

Curb Radii. Similar concerns also affect the standards adopted for curb turning radii (how sharp or round the corner is at intersections). Although more-rounded corners facilitate turning movements for fire engines (as well as buses), less-rounded corners tend to slow down turning automobile traffic and make it easier for pedestrians to navigate the intersection. To favor pedestrian passage at intersections in more urbanized areas such as the Downtown, it may be appropriate to consider decreasing corner radii from current standards.

Traffic-Calming Devices. One of the most popular programs within the city is the Speed Hump Program. Speed humps are designed to slow traffic on residential streets. Requests for speed humps are made by citizens and are evaluated according to established criteria. If a location meets all of the criteria, the city will install the speed hump. In recent years, a number of other “traffic-calming” devices have been utilized to address issues of speeding traffic and pedestrian safety. The City has installed raised intersections and roundabouts on an experimental basis. Thus far, these measures have been deemed successful in reducing speeding. A citywide study of traffic-calming strategies has been authorized. It is anticipated that this study will evaluate the feasibility of traffic-calming measures at locations where speed humps do not meet established criteria.

The important consideration in street design is that standards should allow for a choice in determining the best approach in a given situation. Determinations on the most appropriate measures to deal with identified concerns must take into account a number of factors, including the function and location of the particular street and whether the general character of the area is suburban or urban, or somewhere in between. Adopted policies and standards should provide the flexibility to incorporate evolving techniques in addressing the variety of circulation needs and concerns throughout Hayward.

Traffic Signal Optimization

Traffic signal interconnect systems are intended to streamline traffic flow along major arterials and to avoid uncoordinated signals, which can increase delays at intersections. Caltrans signal interconnect systems through the City include those on Mission Boulevard, Jackson Street, and Foothill Boulevard.

The City has installed systems on Harder Road, Tennyson Road, Hesperian Boulevard, and parts of Second Street, Main Street, A Street, and Watkins Street. The interconnect system in the Downtown area has been completed, but its effectiveness is hindered by Caltrans timing requirements on Route 238 (Foothill Boulevard) and Route 185 (Mission Boulevard). A radio-operated interconnect has been installed on Winton Avenue. Interconnect systems are also planned for Tennyson Road.

Traffic Safety Concerns

Safety of automobile and pedestrian and bicycle travel is of utmost concern in neighborhoods throughout the city. The primary concern of residents is to reduce the amount of speeding in their neighborhoods. Most neighborhood plans contain a variety of recommendations for dealing with these problems. Speed humps are the most requested solution (see Traffic Calming Devices under Street Design).

In addition to providing police officers dedicated to traffic enforcement, the Police Department cooperates with the Public Works Department to resolve local traffic problems. Ongoing identification of “high accident locations” assists in evaluation of priority locations for possible improvements. A radar trailer is often used in response to complaints about speeding and appears to be very effective while in place.

Parking

The convenience of automobile travel depends on the availability of parking. Parking is typically plentiful in suburban locations where land prices have been low and becomes less plentiful and more expensive in more intensively developed areas. Hayward residents generally want to have parking readily available on their neighborhood streets, at commercial centers, and at transit stations. Parking standards should reflect reasonable expectations of the number of cars that will be associated with a particular development. Factors that could lead to consideration of reduced parking requirements include smaller units, senior occupancy, or proximity to transit. The City’s Parking Ordinance allows for consideration of such factors in evaluating development proposals.

In some neighborhoods, on-street parking has become scarce due to the presence of major traffic generators. The City has established preferential parking programs in portions of the Eden Gardens and Santa Clara neighborhoods, which are impacted by the presence of overflow parking from major institutions such as Chabot College and the County Governmental Complex on Winton Avenue. Utilization of these programs is important since they require continued monitoring and enforcement to be effective.

In other areas near freeway interchanges or transit stops, on-street parking spaces are often occupied by persons riding in carpools. Provision of park-and-ride lots for carpoolers could

minimize any adverse impacts on adjoining neighborhoods as well as reduce the number of single-occupant vehicles during the commute hours. The City may wish to investigate options for possible park-and-ride lots in the vicinity of the San Mateo Bridge.

In the Downtown area and other major activity centers, parking garages have been built to accommodate the demand for parking generated by major public and private developments (e.g., Civic Center, Mervyn's, County Governmental Complex). Construction of the multi-level parking garage west of the Downtown BART station provided an opportunity to develop the former eastern BART parking lot for the City Hall and extension of the Downtown commercial and residential area. Provision of parking under or over buildings is encouraged as alternative to surface parking in order to maintain attractive street frontages.

Funding Proposed Transportation Improvements

Transportation funding for improvements that affect Hayward can be viewed in two categories, that funding which the City receives for its own projects and that which Caltrans or the major transit agencies obtain for the projects they sponsor and execute.

City-Sponsored Projects

The City receives funding for transportation improvements from a number of different sources. With the enactment of the Transportation Equity Act (TEA), some of the outside sources over the past few years have changed in both application and in amounts available. Amounts available have also changed for internal City funding. During the downturn in the economy over the past few years, contributions from the City's General Fund for capital improvements have had to be reduced. Fortunately, the City has been reasonably successful in competing for state and federal discretionary funding, which has allowed the completion of several major street projects, such as the D Street and West A Street improvements, and installation of several traffic signals.

Major sources of funding used by the City for transportation-related activities are described below. To a large extent, continuing revenue sources, such as the Gas Tax, are used for maintenance. All cities approach funding of infrastructure maintenance and improvement in different ways; however, two of the commonly utilized means for transportation-related infrastructure are Gas Tax Revenues for maintenance and Transportation Improvement Fees (TIF) on new development for improvements. While Hayward does not have a TIF, the Supplemental Building Construction and Improvement Tax (SBCIT) provides General Fund revenue, which could be a source for transportation improvements.

Measure B Reauthorization

A major source of programmed improvements in Alameda County is the 1/2-cent Measure B Sales Tax approved in 1986 and reauthorized in 2000. The new measure will extend for an additional 20 years beyond the current expiration date of the original Measure B in 2002. During the current period, the existing Measure B will raise about \$990 million. This money was designated for specific transportation projects and programs throughout the county.

The Alameda County Transportation Improvement Authority administers the reauthorized Measure B sales tax revenues, according to an expenditure plan outlining specific transportation projects and programs to be included in the continuation of the sales tax measure. The plan includes funds for street, transit, and non-motorized projects throughout the county. Specifically, the passage of the reauthorization of Measure B provided significant additional funding for transit throughout the county. The City is currently participating in a joint effort with AC Transit and other agencies and organizations to develop improved and expanded transit services for the central Alameda County area. A draft of the Central Alameda County Transit Study is scheduled for public review during the fall and approval by early next year. It is anticipated that recommendations of the transit study will be implemented by the summer of 2002.

Capital Improvement Program

The City annually updates its five-year Capital Improvement Program, which includes all transportation-related projects. Estimated capital costs for the major transportation improvements proposed in the Circulation Element are included in the Capital Improvement Program. In addition to those projects to be funded over the next five years, the CIP also includes a list of identified capital needs along with cost estimates. The sources of this list are the City's adopted plans, including the Neighborhood Plans, and other studies. This list has proven to be useful during the annual process of updating the CIP in that projects, and their relative priorities, can be further evaluated and incorporated in the revised CIP consistent with available funding.

CIRCULATION POLICIES AND STRATEGIES

Dealing with Regional Traffic

1. Reduce the Amount of Regional Through Traffic in the Hayward Area.

1. Encourage all jurisdictions in the greater Bay Area to provide a fair share of all types of housing and seek to balance jobs and housing in order to minimize commuting.
2. Support transportation plans that incorporate alternatives to automobile use.
3. Place emphasis on transit planning with the objective of moving regional traffic through Hayward.
4. Coordinate transportation planning with regional agencies and adjoining jurisdictions.

2. Expand or Reconfigure the Regional Road Network to Reduce Through Traffic on Major Arterials.

1. Improve or create loops or bypass routes to channel regional traffic away from major arterials.
2. Improve roadway and transit connections that serve regional through traffic.
3. In order to relieve traffic congestion in the City of Hayward, the City Council shall pursue the implementation of transportation projects which may include alternatives to the Route 238 Bypass (Foothill Freeway) and which would qualify for funding from Measure B and other sources. The Council is further authorized and directed to make any modification to the General Plan required to accommodate the implementation of such alternatives or projects. (Measure U)
4. Improve and complete freeway interchanges to facilitate traffic flow.

3. Minimize Adverse Impacts of Regional Traffic on Existing Neighborhoods

1. Minimize adverse impacts of road construction and expansion projects on neighborhoods and the downtown.
2. Identify and pursue alternatives to road construction and expansion as necessary for improving traffic flows.
3. Evaluate circulation patterns and develop appropriate traffic-calming measures to discourage through traffic in neighborhoods.

4. Improve Mobility to Foster Economic Vitality

1. Provide a safe and efficient transportation system for the movement of people, goods and services through and within Hayward.
2. Provide leadership in educating the community about the benefits of commuting via alternative transportation modes and other ways to help the environment in making transportation choices.
3. Encourage staggered work hours and flexible schedule options to distribute traffic loads.
4. Encourage use of telecommuting and home offices to reduce the need for trips to work, shopping, libraries, and other frequent destinations.
5. Provide leadership in development of regional and local Transportation Demand Management strategies (e.g., HOV lanes, preferential parking, car/van pools, casual car pools, subsidized transit passes).

Promoting Alternative Transportation Modes

5. Improve Coordination among Public Agencies and Transit Providers

1. Consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and the review of development proposals.
2. Encourage AC Transit and BART to expand access to cyclists, including providing racks on buses and secure bicycle parking.
3. Work with AC Transit to coordinate routes and service times and to post routes and schedules at bus stops.
4. Seek to provide attractive, sheltered bus stops whenever feasible throughout the City that are sensitive to the needs of each neighborhood in location and design.
5. Promote effective intermodal connections at transit stations.

6. Support Expansion and Reconfiguration of Public Transit Service to Meet Demand, Provide Greater Mobility, and Reduce Traffic Congestion

1. Promote improved transit service along higher density corridors, providing service frequencies of at least 15 minutes during peak hours in the densest corridors.

2. Encourage alternatives to diesel transit coach service in less dense neighborhoods.
3. Urge AC Transit to expand service to underserved areas in Hayward.
4. Advise AC Transit of proposed changes in street networks which may affect bus service, and require developers to discuss with AC Transit the potential impacts of their projects.

7. Address Special Needs of Transit Users

1. Continue to promote paratransit services for all Hayward residents with special needs, to include both mandated (ADA) and non-mandated services.
2. Encourage AC Transit to consider demographic factors in establishing its basic route structure; service should be available within 1/4 mile of areas with especially high concentrations of senior citizens, persons with disabilities, low-income residents, and school-aged children.
3. Achieve full compliance with regulations of the Americans with Disabilities Act and improve accessibility of transit stations and vehicles to seniors and other persons with special needs.
4. Improve security on transit and implement design standards for lighting, walkways and landscaping that promote a feeling of safety at transit stops.
5. Give priority for sidewalk and other pedestrian improvements for pathways to key transit stops.

8. Create Improved and Safer Circulation Facilities for Pedestrians.

1. Complete planned sidewalk system and maintain and repair sidewalks to ensure pedestrian safety.
2. Increase consideration of pedestrian needs including appropriate improvements to crosswalks, signal timing, signage, and curb ramps.
3. Enhance pedestrian linkages from neighborhoods to recreational facilities and open spaces with pedestrian paths, creekside walks, and utility greenways.
4. Encourage design of development that contributes to continuous pedestrian pathways and pedestrian connectivity.

9. Provide the opportunity for safe, convenient and pleasant bicycle travel throughout all areas of Hayward.

1. Implement system of bikeways throughout the City (per the Bicycle Master Plan) tying residential areas to commercial areas and to recreational open space along the shoreline and in the hills.
2. Provide the related facilities and services necessary to allow bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.
3. Encourage the use of bicycles as a pleasant means of travel and recreation embodying physical, environmental and social benefits.

10. Encourage Land Use Patterns that Promote Transit Usage

1. Encourage transit-oriented development; where appropriate, encourage intensive new residential and commercial development within 1/2 mile of transit stations or 1/4 mile of major bus routes.
2. Encourage mixed-use residential and commercial development to reduce the need for multi-destinational trips.
3. Promote high density new residential development, including residential above commercial uses, near transit facilities, activity generators, and along major arterials.
4. Encourage alternatives to automobile transportation through development policies and provision of transit, bike and pedestrian amenities.
5. Continue to require large developments to provide bus turnouts and shelters, and convenient pedestrian access to transit stops.
6. Encourage design of development that facilitates the use of transit.

Improving Local Access and Circulation

11. Enhance the Capability of the Arterial Street Network to Reduce Congestion and Improve Traffic Flow.

1. Seek a minimum Level of Service D at intersections during the peak commute periods except when a LOS E may be acceptable due to costs of mitigation or when there would be other unacceptable impacts.

2. Consider alternatives to street widening that balance the needs of pedestrian and bicycle movements with that of vehicles.
3. Focus improvements on arterials with transit service to preserve operating speeds.
4. Add needed traffic signals and coordinate signals to optimize traffic flow.
5. Review and comment on any development in the county or adjoining cities which might add to Hayward's traffic problems; work to reduce negative effects.

12. Improve Access to the Downtown and Other Major Activity Centers

1. Improve access to and circulation within the Downtown area, consistent with the Downtown Design Plan.
2. Improve transit links from the BART stations to other major activity centers such as Southland Mall and California State University-Hayward.
3. Promote shuttle service between the Amtrak and BART stations and other focal points in the Downtown area.
4. Improve access to and circulation within the Industrial Corridor, especially with regard to public transportation.

13. Provide for Future Parking Demand in Ways that Optimize Mode Choice

1. Consider reduced parking for new residential developments that fulfill elderly, disabled, or other special housing needs and/or are located near public transit.
2. Encourage developers/employers to offer transit passes or other transit enhancements to offset some parking requirements, pursuant to provisions of the Parking Ordinance.
3. Coordinate with other public and institutional parking suppliers (e.g., BART, Chabot College, Kaiser) in the provision of parking, parking charges and preferential parking.
4. Consider consolidation and expansion of downtown parking with multi-level parking structures.
5. Consider park-and-ride lots for bus patrons and for carpooling centers.

14. Seek to Address Traffic Operations and Safety Concerns

1. Provide clear and consistent signage and roadway markings, and strengthen enforcement of traffic laws through increased patrols.
2. Evaluate ways to reduce traffic speeds in neighborhoods through use of various traffic calming measures.
3. Require trucks to use designated routes rather than local streets and prohibit overnight and other specified truck parking activities in residential areas.

Funding Proposed Improvements

15. Utilize All Possible Sources of Funding for Proposed Transportation Improvements.

1. Encourage Federal and State agencies to allocate funds for freeway, highway and transit improvements and pursue all available funding for alternative modes of transportation.
2. Seek funding through Regional and County measures for transportation improvements.
3. Utilize local financing mechanisms, such as the Supplemental Building and Construction Improvement Tax, to help fund transportation projects, and pursue establishment of the Industrial Assessment District to help fund needed improvements in the Industrial Corridor.
4. Maintain a comprehensive Capital Improvement Program that adequately addresses all modes of transportation.